

SPRINGFIELD

INTERCHANGE

ISSUE TWO 2006

THE POWER OF GO



Unclogging an Artery

How the Springfield
Interchange construction
has **I-95** looking happier—
and healthier—than ever



How's your commuting health?

If you're sick and tired of making the same old commute day after day, maybe it's time to exercise your options with Commuter Connections. This free service gives you tons of ideas about alternative ways to get around the D.C. area—carpooling, vanpooling, teleworking, biking, transit providers, company commuting benefits programs and more.

commuterconnections.com 800.745.RIDE

drivers heading north on I-95 a smooth and easy transition to the Outer Loop, eliminating the merging and weaving that used to make this exit a heart-stopper.

"The opening of the I-95 North bridge to the Outer Loop is the biggest and most important milestone of our project to date," according to Springfield Interchange project manager Larry Cloyed. "Along with its sister bridge that opened in 2004 for I-95 southbound traffic, this new bridge will improve rush hour at the interchange significantly." Now local commuters no longer have to mix with long-distance drivers, exits require far fewer lane-changes, and no merging is necessary for several miles.

But the twin bridges are actually just one part of the Springfield Interchange Improvement Project, a massive eight-year long reconstruction that began in 1999. Other recent improvements include opening a new flyover bridge from I-395 South to the Outer Loop, and the initial separation of motorists heading south toward



unclogging an Artery

I-95's newest bridge has the Springfield Interchange pumping out traffic like never before

Thu-THUMP, thu-THUMP, thu-THUMP. A healthy heart is steady, efficient and reliable. The same description should apply to a healthy highway interchange. If you drive through the Springfield Interchange today, you'll experience how one of Virginia's most vital crossroads is healthier now than it has been in years.

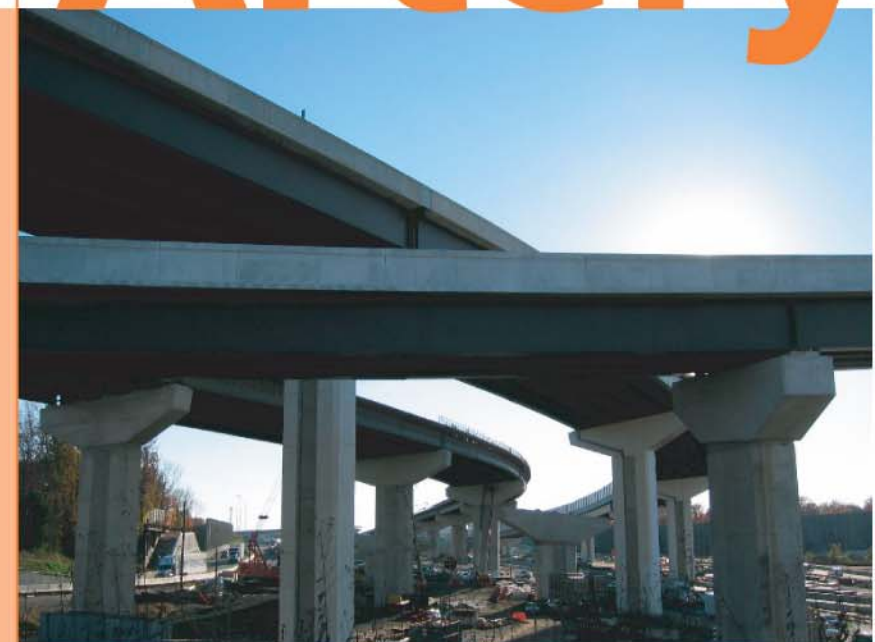
The Springfield Interchange—where I-95, I-395 and I-495 converge—has long been one of the busiest interchanges on the East Coast, with nearly half a million vehicles driving in and out of it each day. These numbers, however, are much higher than what the interchange was originally designed to handle. As a result, the area where these three highways converge grew heavily congested in past years. Traveling from one road to another often required difficult lane changes, and traffic that should have flowed through freely was slowed to a crawl. Thu-THUMP, thu—THU. Thhhssss...

Thankfully, the Springfield Interchange now has a whole new lease on life, due in large part to a new bridge connecting I-95 North to I-495's Outer Loop toward the Wilson Bridge. The bridge, which opened in January 2006, provides

Richmond from those exiting at Springfield. In the coming months, this separation will become permanent, and straightened HOV lanes will replace the snake-shaped ones running through the area. The entire project is now approximately 85 percent completed, with the final two phases more than 50 percent finished.

"Once the project's completed," said Cloyed, "motorists will have an easier, safer and less stressful interchange to navigate." Thu-THUMP, thu-THUMP, thu-THUMP. That will be healthier for everyone.

For the most up-to-date information on the Springfield Interchange Improvement Project, visit springfieldinterchange.com.





triple bypass

With at least 3 people in your car, you can always zip by traffic in any of Virginia's High Occupancy Vehicle lanes.

Driving in HOV lanes is the easiest way around a clogged highway artery. To make sure all your traffic bypasses run smoothly, here's what you need to know: whenever HOV lanes are in effect, you must have the required number of people in your vehicle to enter or drive in any HOV lane. If you are already driving in an HOV lane when the restricted hours begin and do not meet the minimum passenger requirement, you risk a hefty fine.



I-395 & I-95 Reversible Lanes between Washington D.C. and Route 234 in Prince William County

Northbound

Day	HOV -3	Open to All	Closed	Open to All
Mon - Th	6 - 9A	9 - 11A	11A - 1P	11P - 6A
Fri	6 - 9A	9 - 11A	11A - 1P	11P - 6A
Day	HOV -3	Open to All	Closed	
Weekends	No restrictions	4P Sat - 6A Mon	2P - 4P	

Southbound

Day	Open to All	HOV -3	Open to All	Closed
Mon - Th	1 - 3:30P	3:30 - 6P	6 - 9P	11A - 1P
Fri	1 - 3:30P	3:30 - 6P	6 - 9P	-
Day	HOV -3	Open to All	Closed	
Weekends	No restrictions	6P Fri - 2P Sat	2P - 4P	

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Order of Operations

The Springfield Interchange Improvement Project is a major reconstructive procedure that will improve the area's health for years to come. Here's a step-by-step examination of everything you can expect to see happening in 2006.

Early 2006

- ① The opening of the new bridge connecting I-95 North to the Capital Beltway's Outer Loop promises a stress-free trip through the Springfield Interchange, with no more white-knuckle weaving and merging. More than 30 percent of all morning and afternoon rush hour traffic begins using the new bridge, providing major relief to I-95's congested travel lanes.
- 2A Old Keene Mill Road motorists heading to I-95 North will use the flyover ramp which was completed in 2001.
- 2B Old Keene Mill Road Motorists heading to I-395 North will be able to use the flyover ramp by summer's end.

Early 2006

- ③ Shortly after the opening of the new I-95 North bridge, Franconia Road motorists will be able to travel directly to the Outer Loop without having to merge onto I-95 via a new, direct-access ramp.

Spring 2006

- ④ The I-395 South roadway between Edsall Road and Route 644 will be realigned to eliminate weaving and merging with vehicles exiting at Springfield.

Spring 2006

- ⑤ The HOV trip throughout the I-95 Springfield Interchange area will be straighter and smoother when this realignment is complete.

Summer 2006

- ⑥ The four-lane flyover bridge connecting I-395 North to the Inner Loop towards Tysons Corner opens. With 50 percent of northbound traffic taking this bridge, the opening will significantly relieve congestion during the morning commute, reduce backups on I-395 and clear the way for motorists headed to Washington.

Summer 2006

- ⑦ In late summer, Franconia Road motorists will begin using their own direct-access ramp to I-395 North toward Washington.
- 7A Once both #6 and #7 are open, this temporary ramp will close. Franconia traffic will have access to Washington, D.C. via #7, access to the Outer Loop via #3 and access to Tysons Corner (Inner Loop) via #8.
- ⑧ Franconia Road traffic taking the Inner Loop toward Tysons Corner will have access to a new, dedicated on-ramp from Commerce Street.

Fall 2006

- ⑨ A major and final improvement occurs when a new bridge connecting the Outer Loop to I-95 South opens. Traffic traveling from Tysons Corner to I-95 South will no longer have to mix with traffic exiting at Route 644.
- ⑩ Traffic exiting at Route 644 will permanently separate from traffic heading to I-95 South. Separating long distance and local motorists will eliminate a dangerous weave and merge area that has been prone to crashes since the original interchange was built in the 1970s. This will result in a much safer, easier to navigate and more enjoyable ride through the interchange.

